SICK AND WOUNDED FROM FRANCE GET BEST OF CARE ON REACHING N. Y.

AMERICA'S HEROES LACK FOR NOTHING

Doubly Cared For by Army Doctors and Red Cross on Debarkation.

ROUTINE HERE REVEALED

Relatives Are Notified After Men Are Debarked From Transports.

How are the sick and wounded soldiers, coming back to America in increasing but happily not very large numbers, being cared for in that trying period between their arrival on transports and their distribution among our widely scattered reconstruction hospitals? Is the Government leaving anything to chance, omitting any service that might contribute to the patient's comfort or recovery?

There is a story in the answer to these questions. It ought to be supplemented and illustrated by scenes described, so that he who reads could visualize, but cannot be until the War Department gives consent. But even as it stands it is a story reassuring to home folk wondering if all the way across the Atlantic and through the home port and on trains bound inland or to the Pacific coast their boys are getting the treatment they deserve and Uncle Sam is pledged to give.

Sick to Co[illegible]ome First.

A great majority of the soldiers sailing to war passed through the port of New York, and through this port, whether well or disabled, will a great majority return. The army port of embarkation is also the port of debarkation. Machinery built for swift despatch of troops to Europe reverses itself, as it were, and distributes throughout America the soldiers whom it aforetime gathered up and propelled across the ocean.

But before the companies and regiments of the well, the unhurt, are started back from France all the wounded or sick will have come ahead of them. That is the War Department's policy, to bring home the sick and wounded first. They are coming now and have been for some time, and after the shortest possible sojourn in debarkation hospitals are segregated and passed along to a reconstruction hospital as close as possible to their homes, there to be discharged if their condition warrants it, or to be treated for special disabilities, or to complete the period of convalescence.

To receive these incapacitated soldiers; to make smooth their hard path; to be prepared for their coming; to make the distribution process swift, sure and merciful; to see that everything is provided for until the distant destination is reached—that is the cooperative job of the medical department of the port of debarkation and the American Red Cross. So this is the story of how the job is done. Officially it is "the plan of handling the sick returned from overseas service."

The New York port of embarkation—and debarkation—really includes all the coast from Baltimore to Canada, but its work is directed from Hoboken. The surgeon of the port, who has charge of the reception and care of invalided troops, is Col. James M. Kennedy, Medical Corps, U. S. A. He is the sanitary adviser of the commanding General of the port, William V. Judson. His office is in the Terminal Building, near the waterfront, at 68 Hudson street, Hoboken.

Every Facility for Medical Care.

"Keep me out of anything you write," were Col. Kennedy's instructions to the reporter. But there's no harm in saying that he has been an army surgeon twenty-five years, served in Cuba and the Philippines, was in charge of the army hospital at the Presidio through the earthquake and fire terror in San Francisco and has a record and a personality justifying public confidence.

The following facts were obtained from Col. Kennedy and are official:

Sick and wounded soldiers are brought from Europe on army transports having every hospital facility. Each transport has normally a good sized hospital, which may be expanded to accommodate any number of men. Every patient has more than enough room. One of the great liners converted into a troopship may have carried 10,000 men to France, but as a hospital ship it brings back only a thousands or so. The medical attendance for the returning soldiers has been uniformly satisfactory.

The transport arrives off Quarantine. It is boarded there by two medical officers detailed for this purpose by the port surgeon. They ascertain the number and classes of the sick, the pier and hour at which the ship will dock. One of them stays aboard, arranging for debarkation.

The other returns to the Quarantine station and telephones his information to the office of the surgeon of the port in Hoboken. The surgeon then sends a harbor boat with a party of medical officers and men to the designated pier. He also notifies the Red Cross, which turns up at the pier with all the supplies, food and drink needed by the soldiers about to land, and something to spare for emergencies. If a soldier has been sent over with nothing but hospital clothes the Red Cross instantly provides him with a blanket robe, linen, wool boots and crutches if he needs them, from the boat's equipment.

Relatives Are Notified.

Debarkation continues without interruption until completed unless it extends into the night. The patients are transferred without delay to the designated debarkation hospital, the Red Cross attendants remaining on the pier or transport and dispensing refreshments as required. In the hospital the sick or wounded men are classified rapidly, as to the nature of their disabilities, the reconstruction hospital to which they are to be sent and their home address.

"Every courtesy," said Col. Kennedy, "is extended to parents and other relatives. At the debarkation hospital a field director of the Red Cross gets the name and address of the patient and his nearest relative. He then writes a letter to the relative, notifying him of the arrival and condition of the patient and whether or not it is advisable for the relative to come.

"Unless the case is a very serious one the letter also says that the patient will soon be transferred to a hospital in the interior, of which action later notice will be given. No patients are discharged from the debarkation hospitals. They are sent to the hospital nearest their homes that is equipped for the treatment of their particular trouble. For example there are Government hospitals for the treatment of tuberculosis in New Haven, in the North Carlonia mountains, at Fort Bayard, New Mexico; at Whipple Barracks, Ariz., and elsewhere."

As soon as the classification is completed at the debarkation hospital a report of the numbers in each class and the reconstruction hospitals to which transfer is recommended is wired to Washington. Authority being received, transportation is arranged for.

Red Cross Furnishes Food.

The Red Cross canteen service furnishes food and drink during the transfer from hospital to train and until the train leaves. So far as practicable the patients are carried from the port to the distant hospital on especially fitted hospital trains which have hospital beds, a mess kitchen, an operating car, offices and other conveniences. If the number of men is too great for a hospital train standard Pullmans or Pullman sleepers are used.

"When the patients are transported en these cars," said Col. Kennedy, "feeding them becomes a more complex problem than on hospital trains. To meet this problem a special organization of medical personnel is in operation whose training is directed specifically along those lines.

"No patients are allowed to travel without proper medical attendance and none who are unable to stand the travel. The medical officer is accompanied by such help as may be required. He is furnished with such medical supplies as may be needed, cooked food and money to buy food as required.

"Arrangement is made with the Red Cross canteen service for assistance all along the route. Two days before the movement is begun full information is given to the canteen headquarters of the Red Cross in New York. It sends notice to its canteen stations, so each knows just when the train is due, the number of patients, the number of ambulant and litter cases and of those unable to leave the car.

Reserve Meal Held on Train.

"In this manner complete cooperation is provided between the medical and the Red Cross services from the time the patients leave the hospital at the port until they are transferred to the designated reconstruction hospital. To guard against unexpected delays from accidents or other causes each medical officer in charge of the train detachment is required to have food for at least one meal for all his patients held on the train in reserve."

In the army hospital in the old Greenhut Building fifty medical officers and 200 men are being trained all the time for this one task of seeing that the cross-country journey is made just as easy as it possibly can be made. Nobody pretends that the system here outlined never wavers from perfection in practice, but the men who devised it and the workers upon whose fidelity and judgment its operation depends are agreed that the system is good. Complaints have been remarkably few.

The Government and the Red Cross want the families of soldiers to know how conscientiously and intelligently the problem of the invalided soldier in transit is being handled. Hence this story.

Hawaii Will Seek Statehood.

HONOLULU, Nov. 30.—J. Kuhio Kalanianaole, relected Territorial Delegate to Congress, will start for Washington early in December. His first move, it was stated, will be to ask Congress for statehood for Hawaii.

RETURNING TROOPS ARRIVE TO-MORROW

Mauretania Will Be Closely Followed by Minnehaha and Lapland.

FOLKS MUST BE PATIENT

No Receptions at Piers and Release to Civil Life May Take Some Time.

The arrival of the British transport Mauretania, probably to-morrow morning, and the coming of the steamships Lapland and Minnehaha early this week, signalizes the beginning of the great troop movement from France to the United States. The three ships will bring altogether about 11,000 men, most of whom have seen little active service, having been in training camps or attached to units that did not have the luck to participate in the final smash that broke down German military power.

The first comers will not be released at once to private life or given the opportunity to mingle immediately with relatives or friends. This is a point that the military authorities in charge of overseas transport are very anxious to make clear. It will be some time, indeed, before the home coming troops can shake off necessary regulations. Brig.-Gen. George H. McManus, commanding the port of embarkation at Hoboken, explained exactly why citizens eager to welcome the returned soldiers must exercise patience and restraint.

Plans Made for Release.

"Little by little," said Gen. McManus, "the military restrictions separating the soldier from civil life are being lifted, but there are certain restrictions which must be preserved indefinitely for the public good. The army does not desire to be severe or to cause any distress to people that would like to greet the troops immediately upon their arrival here, but precautions must be taken. For that reason it is undesirable that people come to the piers to meet the troops. We are obliged to forbid that. If everybody that wanted to welcome a relative or friend was allowed to come to the piers there would be such congestion and confusion that the business of clearing ships rapidly simply could not be accomplished. I hope, therefore that everybody who expects a relative or friend will stay at home secure in the knowledge that the relative or friend will be released to them just as soon as it can be accomplished.

"A second reason operating against the public desire to welcome soldiers at the piers is the fact that the danger of a spread of some contagious disease is very real. There is a good deal of contagion, more probably than has been suggested by the reports. It will be necessary to send the returning troops to the various camps, so that their clothing can be disinfected and the men themselves may be held for a brief period under medical scrutiny. Thereafter, of course, they will be demobilized as speedily as possible, in accordance with the plans of the War Department."

Returning to Training Camps.

The troops arriving early this week will be sent to the big training camps in the vicinity of New York—Camp Mills, Camp Upton, Camp Merritt and Camp Dix. The first contingents arriving here will go direct from the Hoboken docks to these camps. At Camp Mills there are accommodations for about 10,000 men. Mitchel Field can take care of about 16,000, and there is plenty of room at Camps Merritt, Dix and Upton for many thousands more. As soon as these camps are filled the War Department will be under the necessity of sending troops further inland, many going probably to the nearest of the big Southern camps.

Plans for the reception of the first contingents have been well worked out by the embarkation (now the debarkation) officers and by the camp commanders. At Camp Mills C. H. Smith, chief quartermaster, has arranged a plan by which 10,000 men can be received, examined by medical officers and then sent to their homes as speedily as possible.

For the next six months at least, probably longer, the military machine created by the United States will be running backward at high speed. In addition to New York the ports of debarkation will be Boston, Newport News and Charleston, S. C. Within six months it is figured that at least 700,000 soldiers will be brought home and passed through the routine necessary to their dismissal from the service.

The length of time necessary for this depends, military authorities state, upon the number of steamships which may be available to the Government. Great Britain is rapidly withdrawing from American service the numerous ships which played so big a part in getting American soldiers to France in time to deliver the finishing punch to Germany, for Great Britain needs her ships to get her own men back home and to hasten the big job of feeding her people.

U. S. to Use German Ships.

In great part the United States will have to rely on its own transport service and merchant marine, but it was said yesterday that a plan is on the ways for the use of many German steamships now tied up and rusting in German ports. If these German vessels can be utilized they will bring American troops to these shores and they will then be cargoed with food for Germany.

The details of the reception of homecoming troops are entirely in the hands of the Navy Department and the War Department. The navy controls the transports and access to them. Without a pass from the Navy Department and permission also from the Collector of Customs no one will be allowed to board a transport at Quarantine. Military passes are of no value for boarding ships unless they are supplemented by naval passes and the Collector's pass. The army controls the debarkation piers and passes have been issued to accredited newspaper men and to photographers which permit access to the Government piers at Hoboken and to other piers under War Department control. Absolutely no persons will be admitted to piers without such passes.

By an arrangement entered into by the newspapers with Brig.-Gen. McManus, commanding at Hoboken, most of the voluntary censorship regulations have been lifted. Newspapers are now authorized to obtain from homecoming soldiers and to publish news and "feature" matter of public interest, the only restriction being that which has to do with good taste and the welfare of the United States.

HARBOR RULES RELAXED.

Censorship of Mail and Films to Be Abandoned.

Harbor restrictions which have been enforced by the customs service under the espionage law were modified yesterday. After December 9 censorship of mail and examination of ships bound in and out will be stopped except for shipping to European neutral countries contiguous to Germany.

The censorship of moving picture films, which involved the examination of miles of films by inspectors at nine ports, and of still pictures will be abandoned. The licensing and the identification of members of crews of coastwise and harbor vessels will not be required. Newspapermen and camera men will be permitted to board ships.

Harbor police regulations, certain navy restrictions, and the rules for the reporting of a few large coastwise steamers will remain in effect.

Certificates Reach $794,172,000.

WASHINGTON, Nov. 30.—Subscriptions to the issue of Treasury tax certificates dated November 7 and maturing March 15, 1919, amounted to $794,172,000, the Treasury announced to-day. The subscription period closed November 27.

HOME SIDE OF WAR SEEN BY RED CROSS

Relatives of Soldiers Abroad All Proud to Be Represented at Front.

CARTONS BY THOUSANDS

All Nationalities Represented at Christmas Parcel Station in Harlem.

The common people of America were and are back of the war. Anybody who spent yesterday in the Red Cross Christmas parcel station above the post office at Lexington avenue and 125th street, one of the six stations in Manhattan that helped play Santa Claus for the soldiers in France, could not doubt that. The people in that neighborhood are not rich; the mothers and wives and sisters, the fathers and brothers who thronged the place to get cartons to pack, or to bring the filled cartons for inspection and mailing, were plainly and ofttimes shabbily dressed.

And yet all the Red Cross workers testified that all the hundreds of relatives who have come there since the Christmas sending began, November 1—and some days there were as many as 1,000—have said they were glad their soldiers went to fight.

Sad Christmas for Mother.

Some sad incidents the workers see of course as they labor at filling and weighing the cartons and answering a hundred questions and explaining rules and regulations and listening, when there is time, to the tales all the relatives want to tell of their boys over there. For instance, there was an Irish mother, work scarred, very shabby, who came in with her [illegible] with weeping. In her hand [illegible] a letter which told her that [illegible], Corporal Clemence Par[illegible] of the 107th Infantry, had been killed in action.

"I've wan more bye over there," she told Mrs. John Tennant, captain, "and I want him back—I want him back. I can't be thinking of sending the Christmas box to him—I want him back."

Mrs. Tennant told her how his commanding officer would surely give him a furlough if informed of the circumstances and advised her to send him word at once of his brother's death. The old woman wiped her eyes.

"It would be such a blow to him," she sobbed. "Sure I can't be after tellin' him his brother's dead."

And then there was the little Russian woman, Mrs. Gaigal her name is, who came to tell Mrs. Tennant that her allotment hadn't come for four months, and a baby was coming soon, and so she couldn't work, and she had no money to pay for her room at 310 East Twenty-sixth street. She too had no thought of sending a Christmas box, her own needs were too pressing, and the Red Cross women could only send her to the allotment bureau at 353 Fourth avenue to have her difficulties straightened out.

But such trouble is the exception. Pleasanter to think of is a bright eyed Italian woman who came with a five-months-old baby in her arms that her man "over there" had never seen. And in the carton she had packed for him was a snapshot of the baby, with "Hello, Daddy!" written on the margin.

Most of the boxes the relatives brought had very simple presents in them—packages of cigarettes, candy, little cakes and gum and chocolate made the bulk of the gifts. Three pounds was the limit in weight and the pocketbooks of most of them made a sterner limit.

Boxes for Forgotten Soldiers.

Many of the boxes brought in were over weight and invariably the donor would ask that the articles which had to be taken out might be put in a box for some other soldier. And it was a common thing for a woman to say:

"Lady, my boy may not be in France when the present gets there; maybe he comes home before Christmas; if so I wish the box to go to some soldier who has no one to send him presents."

The inspectors, women who volunteered for this kindly work, served in three shifts, from 10 A. M. to 1, from 1 to 6 and from 6 to 9 in the evening. But often when the crowds were great or some volunteer failed to come, a worker who had been on duty would serve for two and sometimes three shifts. As for Mrs. Tennant and her chief assistant, they have been there morning, noon and night, and the assistant's brother, who acted as interpreter for those who couldn't speak English, was also on duty continually.

Of those who couldn't speak English there were not a few and some brought letters from their soldier relatives written in German. Evidently that locality has produced a number of loyal Germans. One very fat, very motherly woman came in with three cartons.

"For my son, my adopted son and my son-in-law," she explained. "They are all like the same to me."

All the workers at the Lexington avenue station expressed gratitude to the authorities in the postoffice on the first floor, which has handled this Christmas mail. The courtesy of the postmen, Mrs. Tennant said, had been unfailing. Once a day they come to the Red Cross rooms and cancel the stamps and pack the boxes in bags—thirty to a bag—and take them away.

Stephen H. Olin, chairman of the Christmas parcel committee for the Red Cross Chapter of New York County, said last night that the number of boxes handled at the six stations would probably go over 70,000.